PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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Public Transit Agencies Continue to Respond To Challenges of COVID-19

Public transit agencies across the country are having to find new and innovative ways to combat the challenges they face in the wake of coronavirus. From ensuring they can continue to safely transport essential workers to their jobs, to planning for the reopening of their systems, all while facing huge financial losses, public transit agencies nevertheless are revealing just how resilient they are in the midst of a global pandemic.

The safety and security of employees and riders is paramount. But with personal protective equipment (PPE) still in short supply, agencies and businesses are having to make their own, and some manufacturers are even shifting their product lines to produce face shields and masks.

The recently approved bipartisan CARES Act includes $25 billion in emergency relief for public transit agencies to help offset lost revenue and the extraordinary costs associated with COVID-19. Additional funding will be needed to help offset the astronomical losses they continue to experience.

The Greater Cleveland Regional Transit Authority (RTA) will receive approximately $111 million of CARES Act funding, which will address lost revenue and increased operating expenses related to COVID-19, including: lost sales tax revenue, lost fare box revenue and the purchase of cleaning supplies and PPE. RTA's March 2020 revenue decreased by 21 percent compared to March 2019. Because there is a three-month lag between sales tax revenue collection and when it is apportioned to RTA, the full impact of COVID-19 on sales tax will not be known until summer 2020 when RTA receives tax proceeds relating to March 2020 business activity.

A Cubic employee sewing face coverings at its manufacturing facility in Mexico.

"The CARES Act will provide the Greater Cleveland Regional Transit Authority with desperately needed funds that will help us continue providing essential public transportation services," said India Birdsong, general manager and CEO. "Hundreds of thousands of Clevelanders are following the Governor's stay at home order. We support every effort to fight the spread of coronavirus, but at the same time we recognize that dealing with COVID-19 has significantly impacted fares and sales tax revenues that keep RTA rolling."

The Metropolitan Transportation Commission (MTC) in the San Francisco Bay Area approved the allocation of more than $780 million of federal funds to cash-strapped Bay Area transit agencies through the CARES Act. The allocation formula, developed through a partnership between MTC and transit agency staff, represents the first of two distributions of the roughly $1.3 billion in CARES Act funding for which Bay Area transit agencies are eligible.

The Salem Area Mass Transit District (SAMTD) is using a 3D printer to make face shields.

This first wave of funding allows CARES Act money to be distributed quickly and fairly to help Bay Area public transit agencies meet the immediate crisis while retaining flexibility for a second phase that will allow the region to adapt to changing conditions in the months ahead.

"These funds will help save a lot of

PUBLIC TRANSIT'S RESPONSE CONTINUED ON PAGE 3

Public Transit Leaders Address U.S. Chamber On Post COVID-19 Environment

APTA CHAIR NURIA I. FERNANDEZ, GENERAL MANAGER AND CEO, Santa Clara Valley Transportation Authority (VTA), San Jose, CA; Rick Cotton, executive director, Port Authority of New York and New Jersey; and former APTA Chair Phillip A. Washington, CEO, Los Angeles County Metropolitan Transportation Authority, participated this week at an event hosted by the U.S. Chamber of Commerce to discuss the ramifications of the COVID-19 pandemic and preparations for the next phase.

Raj Subramaniam, president and chief operating officer, FedEx Corporation, also participated. Chamber of Commerce President Suzanne Clark hosted the *Path Forward* series. View the event at https://bit.ly/PathForwardTransport.

Fernandez noted her county was the first in the U.S. to declare sheltering in place, March 16. VTA, she said, immediately implemented a series of initiatives to ensure riders and operators were protected with personal protective equipment and by six-foot distancing. The latter was a challenge she said for public transit, "which, as a benefit, is able to move a lot of people in a single vehicle."

She stressed how vital it is to provide service to those riders who are essential employees and to "continue to deliver what is a lifeline to our community."

Nuria I. Fernandez

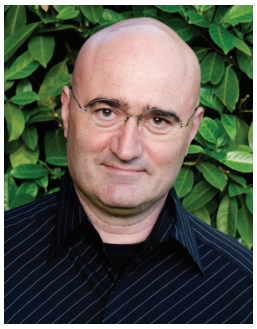
Rick Cotton

Phillip A. Washington

When more demand returns, she said "we will have to think differently. Our businesses and our environment have changed."

Fernandez said she recently created APTA's Mobility Recovery & Restoration Task Force, which will focus on the industry's recovery with an eye toward rethinking mobility as we know it. Washington is chair of the task force.

PUBLIC TRANSIT LEADERS ADDRESS CHAMBER CONTINUED ON PAGE 4



COMMENTARY

BY JARRETT WALKER
President and Principal Consultant
Jarrett Walker + Associates
Portland, OR

COVID-19: A Chance to Rethink Our Goals

Suddenly, all our goals have turned upside down.

WE'VE BEEN TRAINED TO THINK OF RIDERSHIP as a measure of public transit's success, but now, with most of our ridership gone, we're expected to keep running service. We used to spend our communications and advertising money trying to attract riders; now, we're spending it to keep them away. Before, we were criticized for empty buses and trains, but now we're criticized if we don't offer lots of empty space. Even if we weren't dealing with so many other aspects of the crisis, these lurching changes in our reason for existing would be enough to make us seasick.

As we emerge from the chaos of the sudden onset of the pandemic and begin planning for the long recovery, we must seize this opportunity to start a new conversation about public transit's goals. Because if people don't know what we're trying to do, they won't know whether we're succeeding.

Transit agencies' goals have always been contradictory. There's the old ridership/coverage tradeoff, where leaders tell us: "We're judging you on ridership, but don't cut that bus route that only five people use, because those five people really need it." For years, I've helped boards give their staff non-contradictory direction about that.

But now, a deeper conversation about goals is emerging. Who *is* the transit market? For too long, we've been told to think of our riders as either "dependent" or "choice," based on whether they had the option of driving for the trip. We need to stop using these words. They're confusing and polarizing. They can subconsciously encourage racial and class stereotypes. Most importantly, they don't tell the real story of what transit achieves, or how we achieve it.

Obviously, most people are neither totally "dependent" nor totally "choice." In the last decade, many riders who would have been classified as dependent bought cars or found other alternatives. When some decision-makers hear the word "dependent," they sometimes hear: "Those people are stuck with us, so we don't need to care about whether they're happy." We know that's false. People will buy cars if inadequate service forces them to.

Meanwhile, most of the riders we think of as "choice" have good reasons not to drive, such as congestion, cost and stress. In our cities, many people have *chosen* not to own a car, even though they could afford one. Are these people "choice" or "dependent?" At best, these terms define ends of a spectrum. Most people, most of the time, are in the middle. When we've succeeded in ridership terms, it's been among this "middle 80 percent," people who have some reason not to drive but who also make free and consequential choices.

This has always been true, but now we have a new story. As you sit at home, are you grateful that hospitals, grocery stores and pharmacies are functioning? If so, you have to thank those low-income essential workers. That means you need to thank the public transit agency that is heroically getting those workers to their jobs.

> **A deeper conversation about goals is emerging. Who *is* the transit market? For too long, we've been told to think of our riders as either "dependent" or "choice," based on whether they had the option of driving for the trip. We need to stop using these words.**

This, too, has always been true, but now it should be obvious to everyone. Many of the people that we've thought of as "dependent" are holding our civilization together. We all depend on them, so if they are "transit dependent," then so are we all.

We must tell this story, because if we let ourselves be judged on ridership, or on how well we serve "choice" riders, then we have a losing battle ahead. For a while, many of our more affluent riders will be working at home, and when they travel, they'll probably feel safer in their cars. So, our success will lie mostly in serving the vast and diverse range of people who do not have a car handy, for whatever reason. If we are to get support for that, we must tell a new story about how important these people are.

A while back, a successful transit funding campaign in Salem, Oregon used the line, "Someone you know needs the bus." But now we can also say: "People on the bus are holding your world together. And they've always been doing that."

We must also talk about ridership more carefully. Journalists like to write alarming stories about ridership loss. Most of these stories imply that ridership is the only measure of public transit's success, and also ridership is mostly a result of something transit agencies are doing.

We all know that ridership isn't just the result of service. Ridership is about the economy, the public health situation and the prices of alternatives. We must also remind our municipal partners that ridership is about things they control: the development pattern, the street design and the cycling and walking options. There are things agencies can do about ridership, but ridership will go up and down for all those other reasons, even as our value to the community remains the same. That's always been true, but now it's *obviously* true.

Public transit is not a business. In cities, especially, we must think of transit more as a utility, like streets or the water system. That's reason enough to support it, but only if we tell the right stories.

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APTA to Host Business Member Virtual Fly-In

APTA IS HOSTING A DAY OF virtual congressional advocacy, May 19, for APTA Business Members to connect with congressional offices from the safety and comfort of their homes to help the association advocate both for COVID-19 emergency response and recovery support and APTA's Surface Transportation Authorization Recommendations. This year's event is also open to Transit Board Members. Register at www.apta.com/advocacy-legislation-policy/annual-business-member-fly-in.

APTA is partnering with Advocacy Associates to offer Business Members assistance in scheduling conference calls with congressional representatives. APTA and Advocacy Associates will host a one-hour webinar, May 13 at 3 p.m. Eastern, to provide advice on developing a winning message and best strategies for delivering messages in a teleconference environment, and details about the event's app. An invitation will be sent to registered participants.

For questions, contact Nicole Christus, senior legislative representative, government affairs and advocacy, at nchristus@apta.com or 202-496-4811; or Jose Reyes, senior program manager–business members, at jreyes@apta.com or 202-496-4848.

PUBLIC TRANSIT'S RESPONSE CONTINUED FROM PAGE 1

jobs for the bus drivers, train operators, mechanics, dispatchers, cleaners and others who are making it possible for other essential workers to get to and from their jobs all around the Bay Area; and will help our transit agencies recover their footing when this public health emergency finally is behind us," said MTC Chair and Alameda County Supervisor Scott Haggerty, who also serves as a director of the Livermore Amador Valley Transit Authority (LAVTA) and of the San Joaquin Regional Rail Commission, which operates the Altamont Commuter Express (ACE) rail service.

MTC is expected to take action later this year to distribute the region's remaining CARES Act funding once public transit agencies have had time to assess the full scope of revenue losses caused by the emergency and have developed new demand forecasts and recovery strategies.

The Rapid in Grand Rapids, MI, is eligible for just over $28 million in CARES Act funding. According to Bill Kirk, the agency's business affairs specialist, The Rapid's CARES Act grant submission received concurrence from the FTA and is now awaiting approval from the Department of Labor. The total grant request is for $28,359,064, of which $23,909,064 has been allocated for operating expenses. The remainder of the funding is allocated for various capital improvements (including $2,875,000 for buses), which will continue to help the agency's preparedness and resiliency plans during the crisis.

Relief from the CARES Act has allowed The Rapid to maintain critical service and workforce levels, while postponing layoffs; more than 200 employees avoided layoff because of the relief funding. By ensuring that lost revenues can be recovered, at least in the near-term, the agency has been fortunate to be able to protect the employment and benefits of all its team members, at least through the end of May.

"The CARES Act is providing critical funding that allows The Rapid to continue to provide essential transportation service for the Grand Rapids metro area," said CEO Andrew Johnson. "We are grateful to USDOT and FTA for helping us remain fully funded and capable of providing connections to essential employment and services."

Obtaining PPE remains a challenge for many public transit systems. With the abundance of online directions for making homemade hand sanitizer and masks, the Salem Area Mass Transit District (Cherriots) thought, "why not make your own face shield?" The agency is doing so and is distributing the shields as quickly as one of its employees can create them using a 3D printer.

"As we were trying to address some of the safety concerns, the need for PPE was apparent," said Michiel Spence-Majors, safety and loss control specialist for Cherriots. "The decision was made to employ the use of face shields as PPE, but we could not source them from one of our normal vendors."

Spence-Majors said he turned to the internet and discovered an online community of 3D printer users who were creating items to help out with the pandemic. "The clear face shields are actually clear overhead projector transparencies that I found in the workroom collecting dust," he said. "I cut those with a paper cutter and then used a three-hole punch to attach to the 3D printed headbands."

Cherriots had purchased the 3D printer a couple of years ago with employer at injury program (EAIP) funds through SAIF Corporation to provide work for an employee on modified duty status. "We dabbled around a little with it and used it to make a couple things here and there but never used it to its full potential," said Spence-Majors. "Until now."

Cubic Corporation is doing its part to increase the safety of its employees and frontline workers by leveraging the technical expertise of its innovative teams around the globe. In response to the shortage of PPE, Cubic's manufacturing facility in Tijuana, Mexico, modified its sewing capabilities to produce general-purpose face coverings. The facility can produce 4,000 to 6,000 face coverings a day and has already produced and distributed masks to its employees worldwide.

"I am always inspired by the ingenuity of our employees and the extraordinary solutions that our teams engineer," said Bradley H. Feldmann, chairman, president and CEO of Cubic Corporation. "Driven by our purpose—our teams innovate to make a positive difference in people's lives—and the unprecedented circumstances of the COVID-19 pandemic, several of our teams have rapidly developed innovative and potentially life-saving solutions."

To support the local community, Cubic has donated face coverings to healthcare workers, Red Cross volunteers and law enforcement in Tijuana. With the large need for face coverings for customers in defense and transportation industries, the company has already supplied thousands of face coverings to the U.S. Navy with more to be delivered. The company is also looking to expand its sewing capability to produce general-purpose gowns.

In Tullahoma, TN, the location of Cubic's manufacturing facility for transit fare gates, machines such as laser cutters have been repurposed to produce up to 200 general-purpose face shield kits per day.

As demand for ventilators continues to increase, Cubic's team in Huntsville, AL, is working on the development and testing of a prototype ventilator in partnership with the University of Alabama in Huntsville (UAH) College of Nursing. With FDA approval, Cubic will be able to produce 100 emergency ventilators per week. Cubic's Huntsville operations typically produces inflatable satellite terminals deployed by the U.S. military.

Survey: APTA Business Members' Operations Disrupted by COVID-19

EIGHTY-SEVEN PERCENT OF APTA business members and 94 percent of large businesses report that their operations have been disrupted by COVID-19, and 53 percent said activity has decreased over the past month, according to an APTA survey conducted in late March and early April. In addition, 43 percent of businesses and 52 percent of large businesses reported supply chain disruptions.

A majority of businesses (89 percent) are still operating. One business closed permanently due to the pandemic.

Most businesses said they have implemented additional telework options. Small firms were less likely to have done so, because they were already working remotely or are sole proprietors.

Three in five respondents said that the pandemic had resulted in additional costs. Several businesses have had to purchase computer equipment such as monitors or laptops, and even internet service to enable employees to work from home.

Businesses also purchased more personal protective equipment and disinfectants to address the spread of COVID-19. Others cited increased freight costs and costs to store and reroute product due to changes in demand.

Four in 10 respondents (43 percent) said they have had supply chain issues in the last month, but among large businesses the rate was higher—more than one-half (52 percent).

Respondents were asked whether they expected to take a number of actions over the coming year in response to COVID-19. Six in 10 businesses (63 percent) said they planned to cut back on hiring. Four in 10 (43 percent) said they would defer investments in their company, and nearly four in 10 (37 percent) said they expected to lay off employees in the coming year. Nearly seven in 10 (69 percent) expect to either lay off employees or cut back on hiring.

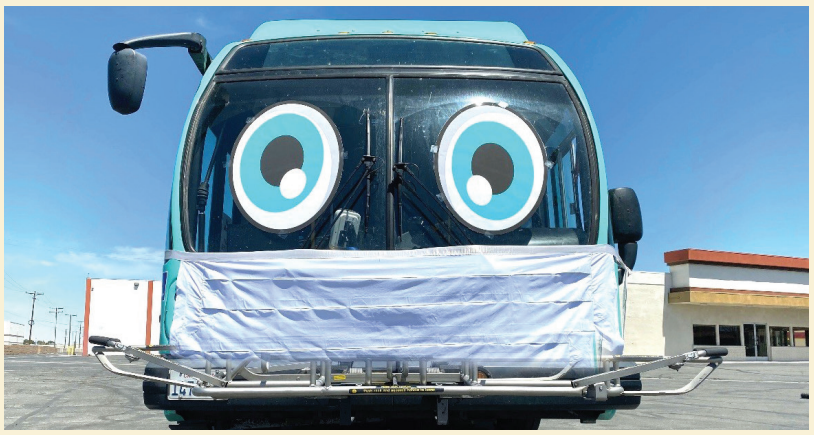
When asked about the impact of various factors on their businesses, respondents said the COVID-19 crisis, the current economic strength or weakness, and the uncertainty of federal authorization all had a negative effect.

Answers were mixed regarding which factor was most important to business' success. A plurality of respondents, more than one-third, said federal transit funding levels were the most important factor.

View the survey results at https://bit.ly/BusinessImpactCOVID19.

The Cubic team with UAH College of Nursing staff at the school's Learning and Technology Resource Center, testing an emergency ventilator device on a human patient simulator called iStan.

Victor Valley Transit Salutes Frontline Workers with Special Bus



A special Victor Valley Transit Authority (VVTA), Hesperia, CA, bus is honoring those frontline workers who are traveling to their jobs each day to keep their communities running during the coronavirus pandemic. An agency bus 'wearing' a protective face covering is on display at the agency's Victorville Hub, and will be moved throughout the community over the coming weeks. Kevin Kane, VVTA executive director said, "Putting this COVID-19 mask on the front of one of our buses is meant to garner attention from the community and our riders as to how important it is to protect ourselves and others during this pandemic. It is also a salute to VVTA team members on the front lines."

Operation Lifesaver Releases Rail Safety Materials for News Media

OPERATION LIFESAVER, INC. (OLI), the national nonprofit rail safety education organization, has released a new animated video and fact sheet offering resources for the news media on how to report safely near railroad tracks and property. The new video, "How to Safely Report Near Railroad Tracks," and accompanying fact sheet provide information on how to best prepare for arrival upon the scene of a rail incident.

"These new materials provide rail safety tips for any reporter covering a story that may involve being near railroad tracks or property," said OLI Executive Director Rachel Maleh. "Every three hours in the U.S., a person or vehicle is hit by a train. We are sharing these tools to educate the news media and prevent incidents."

Funding for production and distribution of the video and the fact sheet was provided by FRA. "We are grateful to the support of our safety partners at FRA for making these new materials available, and we look forward to sharing the video and fact sheet with the people and news organizations who need it most," said Maleh.

View the materials and learn more at www.oli.org.

OPERATION LIFESAVER®
Rail Safety Education

PUBLIC TRANSIT LEADERS ADDRESS CHAMBER CONTINUED FROM PAGE 1

Cotton said it is critical to focus on the next phase because "we know moving both people and commerce through transportation networks and transit systems is crucial to getting our economy moving again."

He cited many initiatives he has put in place, such as staggered hours, smaller meetings and remote work to keep employees and riders safe.

Even though ridership is significantly decreased, his agency is committed to providing service so essential riders can get to work at a social distance.

Washington called the crisis "an opportunity to reinvent transit." Public transportation, he said, has become the foundation to move essential workers, noting that his system still carries more than 400,000 people daily—almost half of what it normally carries.

Looking to the future, he said public transit agencies must regain peoples' confidence. "Riders now have higher expectations of transit, social distancing, sanitizing, hygiene. People expect certain protocols to continue so they will feel safe on our systems."

Subramaniam noted how FedEx has been moving personal protective equipment and other healthcare-related materials out of China, where much of them originate, to the U.S. and Europe.

Keeping employees and customers safe while providing an essential service, he said, is paramount.

APTA Schedules New Webinars On COVID-19 Response

APTA CONTINUES TO WORK ON multiple fronts to keep the public transit industry informed during the ongoing COVID-19 pandemic, including through its new webinar series: *Public Transit's Response*. Register for these upcoming events and stay tuned for announcements featuring additional webinars in the series. *All webinars are scheduled for 3-4 p.m. Eastern*.

Managing Transit Funding and Financing During the Pandemic | May 7

As public transit agencies respond to health and community demands of the COVID-19 pandemic, ongoing funding and finance requirements will remain ever-critical. This interactive panel discussion will offer insights and ideas from the perspective of CFOs, real-estate managers, regional planning leaders, state DOTs and financial market analysts. Register at https://bit.ly/ManagingFunding.

Workforce Challenges During and Post-COVID-19 | May 21

The impact on the public transit workforce during and post-COVID-19 will remain a top priority for public transportation agencies and organizations. Amidst service reductions, decreased ridership and supply chain dependences, this webinar will highlight how industry leaders are addressing their own workforce challenges through practices and lessons learned, particularly how to plan for future staffing and resources to be as adaptive and resilient as possible. Moderated by APTA Vice Chair Jeffrey A. Nelson, general manager, Rock Island County Metropolitan Mass Transit District (MetroLink), Moline, IL. Register at https://bit.ly/COVID19WorkforceChallenges.

Restoring and Reimagining Transit Service in a Pandemic-Transformed World | June 4

Public transportation agencies have played a critical role during the COVID-19 response and will continue to do so as the nation navigates the road to economic and social recovery. This webinar will highlight how transit agencies are developing recovery plans for service restoration and how they are reimagining service to keep Americans moving while ensuring the health and safety of riders and operators. Register at https://bit.ly/RestoringService.

In Memoriam

James L. (Jim) O'Sullivan

James L. (Jim) O'Sullivan

JAMES (JIM) O'SULLIVAN, whose public transportation career spanned nearly five decades, passed away April 21. He was 70.

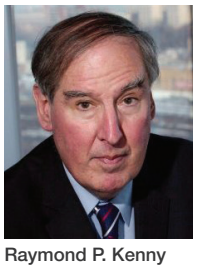
Early in his career, O'Sullivan served as general manager or CEO at public transit systems in Honolulu, HI; Oakland, CA; Hampton Roads, VA; and Lowell, MA; and as the chief development officer of Syracuse, NY's CENTRO.

In the second half of his career, O'Sullivan was a vice president at WSP USA and Parsons Brinckerhoff. He led or served the project leadership of signature bus and rail transit projects throughout the country, including Minneapolis' Hiawatha Corridor Light Rail Project, a restructuring of both AC Transit's and San Francisco Muni's bus networks, Atlanta's Beltline and Streetcar and Toronto's Transit City Light Rail Program.

"Jim had a long and distinguished career in the transportation industry in both public and private sectors. He was instrumental in leading several major bus and rail projects. I had the honor to work with Jim at both WSP and Parsons Brinckerhoff. He was a true professional who loved his work," said APTA President and CEO Paul P. Skoutelas.

O'Sullivan was a member of APTA's executive committee and board of directors, and he chaired its Operations and Elderly and Disabled (now Access) committees. He also served on the boards of several regional and state public transportation associations as well as numerous other transportation-related government agencies.

Raymond P. Kenny



Raymond P. Kenny

RAYMOND P. KENNY, senior vice president and general manager of rail operations for New Jersey Transit, passed away April 18 from coronavirus-related complications. He was 68.

Kenny joined NJ Transit Rail Operations in January 2019 with more than 50 years of railroad industry experience, including serving as former acting president of the MTA Long Island Railroad (LIRR). He began his transportation career in 1970 as a ticket clerk at LIRR. In 1975, he entered railroad dispatching for LIRR before rising through the ranks with positions in personnel training and capital construction, prior to leading the transportation department. Before NJ Transit, Kenny was as a consultant with WSP.

"Ray's reputation and experience in the industry are unparalleled," said NJ Transit President and CEO Kevin Corbett. "The leadership and incredible wealth of railroad knowledge Ray brought with him has truly made a positive impact on our organization. On behalf of everyone at NJ Transit, our thoughts and prayers are with Ray's family and friends at this difficult time."

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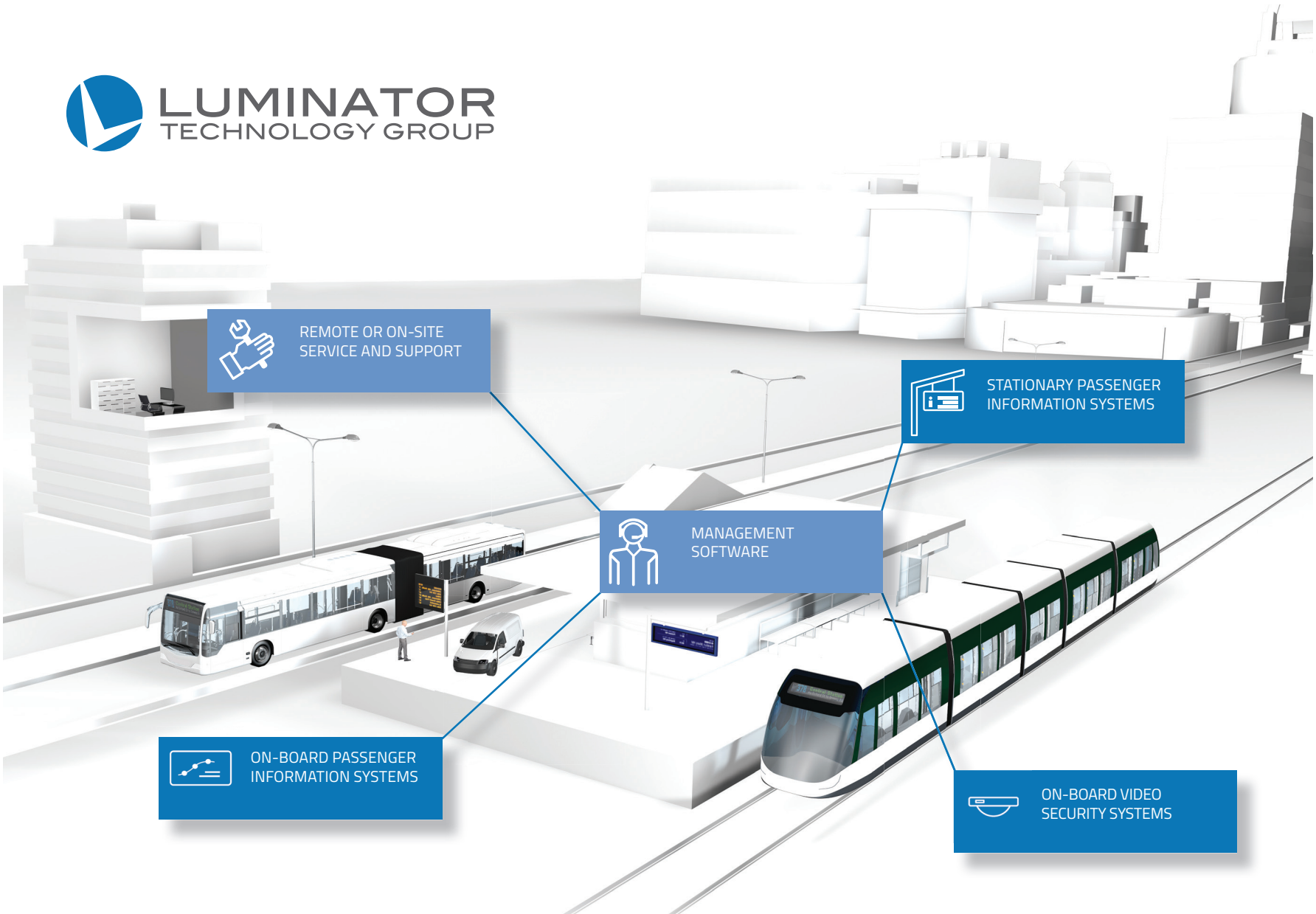

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Learn more about how Luminator is bringing intelligence, safety and efficiency to transit by visiting: www.luminator.com

Go to www.futureoftransit.com/davos for more about Luminator's contribution to the World Economic Forum and technology that drives smart cities.

9 Development and Engineering Centers across the Globe

Founded in 1928

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Industry Briefs

JTA Moves Operations to JRTC—The Jacksonville (FL) Transportation Authority (JTA) is transitioning most fixed-route bus operations from the Rosa Parks Transit Station to the Jacksonville Regional Transportation Center at LaVilla (JRTC). JRTC will become JTA's main downtown bus transfer facility, serving regular and express bus routes, the Skyway and First Coast Flyer BRT.

App Helps Guide Vision-Impaired MCTS Riders—The Milwaukee County Transit System (MCTS) has launched a pilot program that supports riders who are blind or low vision with increased access to public transportation. Through the Aira app, users can receive free, one-on-one assistance riding the bus and navigating the more than 5,000 stops in Milwaukee County.

HNTB Opens Las Vegas Office—HNTB Corporation has opened a new permanent office in Las Vegas, near the McCarran International Airport. HNTB has an established presence in the region; currently, the firm is providing engineering services for the Virgin Trains high-speed rail project from Las Vegas, NV, to Victorville, CA.

The COMET Announces New App—The COMET, Columbia, SC, has announced a new way for riders to track their bus with the mobile app Transit. Users can easily navigate the region, aided by accurate real-time bus ETAs, trip planning, step-by-step navigation and crowdsourced real-time information with Transit's GO feature.

Momentum Dynamics, GreenPower Announce OEM Agreement—Momentum Dynamics and GreenPower Motor Company Inc. have announced a three-year OEM agreement to develop and sell wirelessly charged, all-electric public transit vehicles. The first vehicle to integrate Momentum Dynamics' wireless charging will be GreenPower's EV Star 25-foot mini shuttle.

MCI Marks Earth Day with Installation Of HVC Charger

Motor Coach Industries (MCI) marked Earth Day (April 22) with installation of its first heavy-duty vehicle charger at its San Francisco Bay Area Service Center in Hayward, CA.

The center serves some of the largest public and private motor coach markets in the U.S. and is the kickoff point for MCI's move into all-electric vehicles. The MCI J4500e CHARGE will bring zero-emissions capability to the market, with deliveries planned later in 2020. In 2021, MCI will begin deliveries of the battery-electric D45 CRTe LE CHARGE, featuring a low-entry vestibule with a seating area and ramp that significantly improves dwell times and the boarding and rider experience.

CLASSIFIEDS

BIDS/PROPOSALS

REQUEST FOR PROPOSALS
GHTD RFP #10-020
ADA PARATRANSIT MANAGEMENT SERVICES (RE-BID)

The **Greater Hartford Transit District, Hartford, Connecticut** is seeking a firm or firms to provide Management Services for its ADA paratransit operations. Proposal documents may be obtained by calling the District at (860) 380-2012 or emailing: ldrake@ghtd.org. A mandatory pre-proposal conference will be held on May 18, 2020 at 10:00 AM Local Time via GoToMeeting. The purpose of the meeting is to outline requirements; discuss the facility, parking area and vehicles; as well as to provide the opportunity for questions. Note: if an agency participated in the previous pre-proposal conference on February 24, 2020, this conference is NOT mandatory. It is suggested that you confirm with the District that your agency is exempt prior to the conference.

Proposals shall be submitted **on or before 2:30 PM Local Time on July 15, 2020**. Proposals received after the deadline will not be considered and will be returned to the Proposer unopened. Any changes, or any requests for changes in the specifications, will not be recognized after sealed proposals are submitted to the District.

Any contract resulting from this request for proposals submitted is subject to a financial assistance contract between the District and the Connecticut Department of Transportation. Further, the equipment provided for the paratransit service is funded with Federal Transit Administration grants.

PARATRANSIT VEHICLE LINE INSPECTION AND QUALITY ASSURANCE SERVICES
REQUEST FOR PROPOSALS
SOUTH CENTRAL TRANSIT AUTHORITY

The South Central Transit Authority (SCTA) is seeking proposals for the performance of in-plant quality assurance inspections, including Buy America audit services, to support the PA Statewide Purchase of Paratransit Vehicles.

An original and five (5) copies of the proposal shall be received **no later than 2:00 p.m., prevailing time, on Tuesday, May 26, 2020** and should be addressed to: Mr. David W. Kilmer, Executive Director, South Central Transit Authority, 45 Erick Road, Lancaster, PA 17601.

All proposals and contracts are subject to all applicable state and federal laws and to a financial assistance contract between the South Central Transit Authority, the Pennsylvania Department of Transportation and the U.S. Department of Transportation Federal Transit Administration.

Contractors will be required to comply with all applicable Non-Discrimination, Non-Collusion, Lobbying, Debarment and Contractor Integrity laws and regulations. Proposers must certify they are not on the Comptroller General's list of ineligible contractors.

SCTA solicits and encourages disadvantaged business enterprise (DBE) participation. DBE's shall be afforded full consideration of their response and will not be subject to discrimination on the basis of race, color, sex or national origin in consideration for an award.

SCTA reserves the right to postpone, to accept or reject any and all proposals, in whole or in part, or to waive any and all informalities in the RFP process, as SCTA deems to be in its own best interest. Contract award is subject to the firm's agreement to SCTA's terms and conditions. The Proposals shall be valid for sixty (60) days from the date of submittal.

To receive a copy of the proposal documents, or for more information, contact Kevin Hessler, Assistant Director of Capital Projects & Planning, at (610) 406-4507 or khessler@sctapa.com.

David W. Kilmer
Executive Director
South Central Transit Authority

BEAVER COUNTY TRANSIT AUTHORITY (BCTA)
BUTLER TRANSIT AUTHORITY (BTA)
CENTRAL PENNSYLVANIA TRANSPORTATION AUTHORITY (CPTA)
WESTMORELAND COUNTY TRANSIT AUTHORITY (WCTA)
REQUEST FOR PROPOSAL

Notice is hereby given that sealed proposals (hereinafter referred to as "bids") will be received by the Beaver County Transit Authority (BCTA) at the BCTA administrative offices at 200 West Washington Street, Rochester, PA 15074 **until 12 pm (ET) on Friday, May 29, 2020** under a Joint Bus Procurement for the purchase of a minimum of Twenty Four (24) and maximum of Thirty Three (33) Forty –five (45) foot CNG powered over the road coaches, during Fiscal Years 2020-21 through 2024-25, as specified in the technical specifications.

All bids will be publicly opened on Friday, May 29, 2020 at 12 pm ET at the BCTA Second Floor Conference Room at 200 West Washington Street, Rochester, PA 15074.

All bids must be in the form prescribed by the BCTA as detailed in this Request for Proposal (RFP). The RFP is available on the BCTA website at www.bcta.com beginning Friday, May 1, 2020. This procurement is governed by all applicable state and federal procurement regulations.

The Procuring Agencies jointly reserve the right to reject any and all bids or to award the contracts in accordance with the procedures as set forth in the Request.

All bids must be accompanied by Bid Bonds or by money orders, certified checks, cashier's checks, treasurer's checks, or bank drafts of any national or state bank, in an amount equal to five percent (5%) of the total first year bid price payable to the first year Procuring Agencies and conditioned upon the successful proposer (hereinafter called "bidder") executing the Contract and providing the Performance Bond and the required insurance.

The Procuring Agencies hereby notify all bidders that they will affirmatively insure that in regards to any contracts entered into pursuant to this Request, Disadvantaged Business Enterprises as defined by the United States Government, are afforded full opportunity to submit bids in response to this Request for Proposal and will not knowingly discriminate against any bidder upon the grounds of gender, race, color, or national origin in the consideration of award.

All bidders must clearly certify that they are not an ineligible contractor as listed upon the U.S. Comptroller General's list of ineligible bidders or contractors.

The Procuring Agencies will be bound by the terms of this Request only to the extent bids are accepted and the funds, from whatever source, are available.

Mary Jo Morandini, General Manager – BCTA

PUBLIC NOTICE AND REQUEST FOR PROPOSALS

Topeka Metropolitan Transit Authority (Metro) will receive proposals from qualified firms to provide origin to destination demand response service. Proposals must be received in the Metro office at 201 N. Kansas Avenue, Topeka, KS 66603 in sealed envelopes marked "**DEMAND RESPONSE SERVICE / RFP TM-20-02" no later than 3:00 PM Central Time on Thursday, June 11, 2020**. The proposal schedule will allow for thirty-nine (39) calendar days for proposal submission.

The RFP document package may be obtained from Metro's office at 201 N. Kansas Avenue, Topeka, KS 66603, on or after Monday, May 4, 2020 by contacting Richard Appelhanz, rappelhanz@topekametro.org. Interested firms may download the RFP document package from Metro's website (www.topekametro.org) or call (785) 730-8621 to arrange for pickup or mailing.

The proposers will be required to comply with all applicable state and federal Equal Employment Opportunity (EEO) laws and regulations. Metro, in accordance with Title VI of the Civil Rights Act of 1964 and related regulations, hereby notifies all proposers that minority business enterprises will be afforded full opportunity to submit proposals in response to this invitation and will not be discriminated against on the grounds of race, creed, color, religion, gender, marital status, sexual orientation, familial status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or military status in consideration for an award.

Any agreement resulting from this RFP is subject to financial assistance agreements between Metro and the Federal Transit Administration.

In order to be eligible to submit a proposal, the proposer must not be included on the United States Comptroller General's Consolidated List of Persons or Firms currently debarred or suspended from participating in public contracts.

Metro reserves the right to accept any proposal or any part or parts thereof. Metro reserves the right to reject any or all proposals and to waive irregularities therein, and all proposers must agree that such rejection shall be without liability on the part of Metro for any penalty brought by a proposer because of such rejections, nor shall the proposer seek any recourse of any kind against Metro because of such rejections, and the filing of any proposal in response to this solicitation shall constitute an agreement of the proposer to these conditions.

Topeka Metropolitan Transit Authority
201 North Kansas Avenue
Topeka, KS 66603

PUBLIC NOTICE AND REQUEST FOR PROPOSALS

Topeka Metropolitan Transit Authority (Metro) will receive proposals from qualified manufacturers or distributors to provide paratransit cutaway buses. Proposals must be received in the Metro office at 201 N. Kansas Avenue, Topeka, KS 66603, in sealed envelopes marked "**PARATRANSIT BUSES / RFP TM-20-01" no later than 3:00 PM Central Time on Thursday, July 30, 2020**. The proposal schedule will allow for eighty-eight (88) calendar days for proposal submission.

The RFP document package may be obtained from Metro's office at 201 N. Kansas Avenue, Topeka, KS 66603, on or after Monday, May 4, 2020 by contacting Richard Appelhanz, rappelhanz@topekametro.org. Interested firms may download the RFP document package from Metro's website (www.topekametro.

org) or call (785) 730-8621 to arrange for pickup or mailing.

The proposers will be required to comply with all applicable state and federal Equal Employment Opportunity (EEO) laws and regulations. Metro, in accordance with Title VI of the Civil Rights Act of 1964 and related regulations, hereby notifies all proposers that minority business enterprises will be afforded full opportunity to submit proposals in response to this invitation and will not be discriminated against on the grounds of race, creed, color, religion, gender, marital status, sexual orientation, familial status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or military status in consideration for an award.

Any agreement resulting from this RFP is subject to financial assistance agreements between Metro, the Kansas Department of Transportation, and the Federal Transit Administration.

In order to be eligible to submit a proposal, the proposer must not be included on the United States Comptroller General's Consolidated List of Persons or Firms currently debarred or suspended from participating in public contracts.

Metro reserves the right to accept any proposal or any part or parts thereof. Metro reserves the right to reject any or all proposals and to waive irregularities therein, and all proposers must agree that such rejection shall be without liability on the part of Metro for any penalty brought by a proposer because of such rejections, nor shall the proposer seek any recourse of any kind against Metro because of such rejections, and the filing of any proposal in response to this solicitation shall constitute an agreement of the proposer to these conditions.

Topeka Metropolitan Transit Authority
201 North Kansas Avenue
Topeka, KS 66603

HELP WANTED

DIRECTOR OF FLEET MAINTENANCE

VIA Metropolitan Transit, in San Antonio, is hiring a Director of Fleet Maintenance. VIA is focused on building a public transportation system that includes a better bus system, rapid transit corridors, and innovative services. Come be a part of VIA's success!

This is an executive level position. The Director is responsible for planning, development, execution, and management of all activities within the fleet maintenance department to ensure the agency's objectives of efficiency, effectiveness and top performance are achieved. The minimum responsibilities of this position include the repair, servicing, body work and painting, of over 650 heavy and medium-duty transit and para-transit vans, as well as 200 non-revenue support vehicles. Additionally, this position is responsible for the oversight and management of VIA's Parts department. The Director is also responsible for the administration of a diverse workforce of represented and non-represented employees. The position is responsible for operations performed around the clock (24 hours a day every day of the year) to meet strict service quotas and performance standards. A Bachelor's Degree is preferred in a field related to Mechanical Engineering, Industrial Engineering, or Business Administration. Ten years' experience in progressively responsible positions with an extensive background in transit fleet maintenance, preferably in a multi-modal mass transit property, is also preferred. Five years' experience in a senior management position is preferred. Equivalent combinations of education and experience may be acceptable. For a full job description and to apply please visit our website at www.viainfo.net.

Equal Opportunity Employer
VIA values diversity and inclusion.

SACRAMENTO REGIONAL TRANSIT DISTRICT

SENIOR MANAGER, ENVIRONMENTAL HEALTH & SYSTEM SAFETY

$101,124 - $141,600 Annually
(Plus Excellent Benefits)

The Senior Manager, Environmental Health and System Safety implements, and administers a comprehensive rail and bus safety management system and environmental program for Sacramento Regional Transit (SacRT). The incumbent provides functional oversight and auditing of safety activities for SacRT and construction/capital and facility improvement projects; responds to accidents/incidents/occurrences; provides audits/inspections including safety certification of RT field activities for compliance with safety and security requirements; interfaces with California Public Utilities Commission, Cal-OSHA, and other State and Federal regulatory agencies; has the authority and responsibility for the day-to-day implementation and operation of the agency's SMS and all levels of the organizational safety culture. This position reports to an executive manager, with dotted line reporting to the General Manager/CEO who acts as RT's FTA Accountable Executive.

For complete information on positions and application filing instructions, please visit Sacramento Regional Transit District's website at www.sacrt.com or contact the Human Resources Department at (916) 556-0298. RT encourages women and minorities to apply and will make reasonable efforts to accommodate applicants with disabilities.

RT is an Equal Opportunity Employer.
EOE – Minorities/Women/Disabled/Veterans

HUMAN RESOURCES DIRECTOR

WHATCOM TRANSPORTATION AUTHORITY (WTA) BELLINGHAM, WASHINGTON

Salary: $100,056 - $134,076

WTA provides public transportation services throughout Whatcom County, located in the northwest corner of Washington State. WTA employs 270 FTEs. Working under the direction of the General Manager, the Human Resources Director is responsible for developing and administering a full range of human resource programs. For a full job description and to apply, visit Prothman at https://www.prothman.com/ and click on "Open Recruitments". WTA is an Equal Opportunity Employer. First review of applications: May 24, 2020 (open until filled).

CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

5504 PROJECT MANAGER 2 RECRUITMENT TEX-5504-105506

Salary: $171,392.00 annually
Position Description:

Under the direction of the Project Manager III (Deputy Director of Project Delivery and Support), the Project Manager II, will act as the Deputy Project Manager of the Light Rail Vehicle 4 Procurement will plan, organize, direct, and manage vehicle production, delivery, testing and commissioning responsibilities of Phase II of the Light Rail Vehicle (LRV) Procurement Project. The $1.2 billion project has already procured 68 expansion LRVs and will procure an additional 151 replacement LRVs to replace the legacy fleet which is nearing the end of its useful life.

The Deputy Project Manager is responsible for managing the design, production, testing and commissioning of new vehicles, including the start of Phase II design and delivery. The position is responsible for managing a diverse team of San Francisco Municipal Transportation Agency (SFMTA) technical staff and multiple consultants. This team will be expected to apply extensive knowledge of transit vehicle engineering principles in the monitoring and enforcement of vehicle design specifications.

The LRV4 team is part of the Transit Project Delivery and Support unit. Transit Project Delivery is comprised of five integrated units: Transit Capital Planning, Fleet Engineering, Quality Control and Assurance, Maintenance Training, and Transit Technology. Transit Project Delivery supports capital projects from their formation, through development, implementation, and acceptance. This team advocates for needs of Transit's operations and maintenance staff, the city's quarter-million daily riders, and ensures the quality of transit infrastructure and rolling stock through funding and project support.

Transportation connects us all. That's why every single day the SFMTA is working hard to build a safer, more reliable transportation system for our city. We strive to ensure that our community, and the nearly 25 million visitors that our city receives each year, have access to safe and reliable transportation options. Join us to be a part of delivering this mission!

To view the full job posting in detail and apply online, please click on the following link: https://jobapscloud.com/SF/sup/BulPreview.asp?R1=TEX&R2=5504&R3=105506

COMMUNITY TRANSIT – SCHEDULING AND OPERATIONAL DESIGN PROGRAM MANAGER

SNOHOMISH COUNTY, WA

Important leadership position has responsibility for management, guidance and oversight of scheduling and operational design for the agency's transit services. Working closely with Planning, Transportation, Contracted Services, Maintenance and Information Technology, manages design of service schedules; monitors operational performance; determines resource needs as impacted by service requirements, manages scheduling staff and their gathering and analysis of relevant data for evaluation of scheduling performance, maintains comprehensive understanding of technical and policy requirements, effectively balances operational feasibility and efficiency; develops division budget and work plan; oversees the maintenance of data integrity; ensures accuracy of scheduling data interfacing with all systems dependent upon scheduling software exports; collaborates with internal and external stakeholders to provide input as a subject matter expert on design of critical transit infrastructure.

Apply online https://www.communitytransit.org/employment/opportunities

As a recipient of federal funds, Community Transit is an Equal Opportunity Employer and does not unlawfully discriminate on any basis prohibited by Federal, State or Local law.

CITY OF BOULDER, COLORADO

DEPARTMENT OF TRANSPORTATION AND MOBILITY

PRINCIPAL TRAFFIC ENGINEER

Boulder, CO (108,000) offers an exceptional opportunity to become the next Principal Traffic Engineer (i.e. City Traffic Engineer) for a community that is internationally renowned for its commitment to sustainability and innovation in multi-modal transportation and mobility.

Boulder is located just 30 minutes northwest of Denver, exactly where the plains meet the Rocky Mountains. Tucked into a picturesque valley below the iconic Flatirons, Boulder is a great place to live, work, grow and play.

Boulder is nationally recognized for its quality of life, thriving tech and research-based economy and booming real estate market. Boulder is also one of the most educated metropolitan areas in the country. The local public schools are excellent with Boulder Valley School District consistently ranking among the best in the state. In addition, Boulder is a hub of entrepreneurship, particularly for businesses that value the lifestyle that is rooted in a love of the outdoors, healthy living and access to resources.

The Principal Traffic Engineer is responsible for coordinating, managing and directing community engagement, planning, design and implementation of a multi-modal transportation system that meets the goals and objectives of the Transportation Master Plan. The Principal Traffic Engineer coordinates the development of the annual Operations work plan and budget. The Principal Traffic Engineer is also part of the team that develops the Capital Improvements Program budget based upon the goals, objectives, programs and improvements of the Transportation Master Plan. The Principal Traffic Engineer coordinates the design and development of specific system components including traffic signals, signing/marking, pedestrian cross treatments and speed management treatments.

Please note the following about this opportunity:

- The Principal Traffic Engineer serves as a senior liaison to Boulder's Transportation Advisory Board (TAB) and must have highly developed communication and interpersonal skills and value community engagement.
- The Principal Traffic Engineer will lead the City's efforts to implement the Vision Zero Action Program and participate in community engagement, in the analysis of crash data and other traffic statistics, in advocacy at the state and national level and will work on engineering solutions to reduce the incidence of fatal and severe injury crashes. This work will involve collaboration with staff from Communications and the Police Department for enforcement and education.
- The Department of Public Works is undergoing a dynamic transformation to enhance departmental operating efficiencies, collaboration and employee engagement and the next Principal Traffic Engineer will have the opportunity to be part of that redesign.
- The City of Boulder provides dedicated funding for transportation and the community strongly supports multi-modal transportation.

Candidates will have exceptionally well-developed leadership and management skills with the ability to collaboratively establish goals and objectives and then work effectively with a wide variety of stakeholders to achieve those goals and objectives. The Principal Traffic Engineer will demonstrate a commitment to multi-modal and sustainable transportation planning and knowledge of current best practices. Experience in planning and design as well as operations and maintenance would be desirable. Candidates must have excellent communications skills and be comfortable and experiences in community engagement.

Candidates must have a bachelor's degree in Transportation Engineering or related field with a minimum of eight years of supervision experience in transportation planning or any equivalent combination of education and experience. Current registration as a Colorado Professional Engineer, or ability to attain within the probationary period of employment is required.

Starting salary range is $102,714 - $130,000. DOQ. The full range extends to $156,593. As well as offering competitive pay and a positive work environment, the City offers employees an array of benefits including excellent healthcare, generous leave accrual, an ECO pass which allows for free use of the City's top notch transit service, and Parking Cash-Out benefits in the downtown campus. Residency is not required.

The City of Boulder will fill this position as soon as a qualified candidate is identified, and applications will be reviewed on a rolling basis. Interested candidates should apply at once online at www.GovHRjobs.com with a resume, cover letter and contact information for 5 professional references to Charlene Stevens, Senior Vice President, GovHR USA 630 Dundee Rd. Northbrook, IL 60062. Tel: (847) 380-3240. The position will remain open until filled. The City of Boulder is an Equal Opportunity Employer.

Click Here to Apply: https://govhrusa.applytojob.com/apply/GDqBkSHG70/Boulder-CO-Principal-Traffic-Engineer

INNOVATIVE MASS TRANSIT SYSTEM NEEDS DIVISION DIRECTOR

Danville, Virginia Mass Transit seeks a passionate, customer service-oriented leader for their next Transit Division Director. This is an operations-focused position that requires someone who understands the technical demands of mass transit and has the skills to manage and motivate a workforce who provide fixed route bus, Handivan (paratransit), Reserve a Ride (dial-a ride), and coordinated Human Service Transportation operations to the community.
Check out the recruitment brochure here.

Qualifications: The successful candidate has a background in diverse front-line transit roles and three (3) years of recent, verifiable, and increasingly responsible management within transit operations, including fixed-route, on-demand, and paratransit services as well as service development in an organization comparable to DMT at the supervisory, division manager, or assistant director level. A bachelor's degree is strongly preferred or some combination of education and experience. A CDL or ability to acquire one is desired. Strong preference for supervisory/management level experience within a combination of these areas and experience managing or supporting departments/functions such as Training, Safety, Procurement, and Customer Service.

Salary and Benefits: The hiring range is $62,000 - $80,000 with a full range of $59,369 - $94,991 annually. Starting salary will depend on experience and qualifications. The City provides an excellent benefits package.

To apply, please go to http://www.developmentalassociates.com and click on the Transit Division Director – Danville, VA link on the left side of the home page. Application review begins May 10, 2020. The City of Danville is an EOE. All inquiries should be emailed to hiring@developmentalassociates.com. Recruitment and selection services managed by Developmental Associates, LLC.